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**In the Claims:**

Please amend claims 11, 13-15 and 18-20 as follows in which the claim additions are shown by underlining and/or the claim deletions are shown by strikeout or brackets. Please enter the amended claims into the record of this case.

[018] The single Figure shows a drive engine 1, whose output shaft drives a pump impeller 3 of a hydrodynamic converter 4 via a primary clutch 2. The drive engine 1 is also connected to a hydraulic pump 5 of the working hydraulic system. The hydraulic pump 5 can be connected to the drive input of the primary clutch 2. The hydraulic pump 5 is preferably a load-sensing pump. The delivery volume of the hydraulic pump 5 is conveyed to consumer 7 such as the scoop of a wheel loader via a valve 6. An electronic control unit 8 processes signals coming from sensors in a brake pedal 9, a driving speed pedal 10, the control lever 11 for the working hydraulic system, the load condition of the drive engine 1, the speed of the pump impeller 3 and the input speed into the speed-change transmission 12. As a function of these parameters, when the larger hydraulic pump 5 with an adjustable delivery volume is used, the electronic control unit regulates the delivery volume or, when an adjustable transmission ratio (not shown) between the hydraulic pump 5 and the drive engine 1 is used, the electronic control system 8 adjusts the transmission ratio. For example, if the drive engine 1 is in the part-load range and, by virtue of the actuation of the control lever 11, the electronic control system 8 recognizes a demand of the hydraulic pump 5 for a volume flow, then the volume flow of the hydraulic pump 5 is increased either by adjusting the hydraulic pump 5 or by adjusting the transmission ratio between the hydraulic pump 5 and the drive engine 1. For example, if the electronic control system 8 recognizes, from the position of the driving speed pedal 10, that the vehicle should be at low speed or even at rest, and from the control lever 11 that a volume flow is demanded by the hydraulic pump 5, the primary clutch 2 is actuated in the opening direction and, depending on the load condition of the drive engine 1, the delivery volume of the hydraulic pump 5 or the transmission gear 13, between the drive engine 1 and the hydraulic pump 5, is adjusted in such a manner that the volume flow of the hydraulic pump 5 increases without the driving speed also increasing. But, if the electronic control system 8 recognizes from the driving speed pedal 10 that the vehicle is moving at high speed while the drive engine 1 is in the part-load range and, from the control lever 11, that a volume flow is needed for the working hydraulic system, then the hydraulic pump 5 is adjusted to give a larger delivery volume or the transmission ratio between the hydraulic pump 5 and the drive

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engine 1 is also adjusted such that the hydraulic pump 5 delivers a larger volume. However, the volume flow of the hydraulic pump 5 or the transmission ratio of the transmission gear 13 between the hydraulic pump 5 and the drive engine 1 is only adjusted to the extent that the speed of the drive engine 1 does not fall below a defined value. ♦♦

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Reference numerals

- 1 Drive engine
- 2 Primary clutch
- 3 Pump impeller
- 4 Hydrodynamic converter
- 5 Hydraulic pump
- 6 Valve
- 7 Consumer
- 8 Electronic control unit or control system
- 9 Brake pedal
- 10 Driving speed pedal
- 11 Control lever
- 12 Speed-shift transmission
- 13 Transmission gear



1-10. (CANCELED)

11. (CURRENTLY AMENDED) A drive train for powering a mobile vehicle with a drive engine (1), which powers, on one hand, a drive input of a propulsion drive via a shiftable step-down transmission (12) and, on another hand, an auxiliary drive output for driving at least a hydraulic pump (5),

wherein before the auxiliary drive output there is arranged a transmission gear (13) which adjusts a transmission ratio as a function of a required delivery volume of the hydraulic pump (5) and as a function of a speed and of a load condition of the drive engine (1). ❖

12. (PREVIOUSLY PRESENTED) The drive train according to claim 11, wherein the step-down transmission (12) is continuously adjustable.

13. (CURRENTLY AMENDED) The drive train according to claim 11, wherein in a full-load operation below a defined speed of the drive engine (1), the transmission gear (13) is adjusted to a higher transmission ratio so that a drive input speed of the hydraulic pump (5) decreases. ❖

14. (CURRENTLY AMENDED) The drive train according to claim 11, wherein in a part-load operation below a defined speed of the drive engine (1), the transmission gear (13) is adjusted to a lower transmission ratio so that the drive input speed of a hydraulic pump (5) increases. ❖

15. (CURRENTLY AMENDED) The drive train according to claim 11, wherein in a full-load operation below a defined speed of the drive engine (1) and delivery volume requirement of the hydraulic pump (5), a clutch (2), arranged between a hydrodynamic converter (4) and the drive engine (1), is actuated in an opening direction [[as far]] so as to result in a defined minimum speed of the drive engine. ❖

16. (PREVIOUSLY PRESENTED) A drive train for powering a mobile vehicle with a drive engine (1), which powers, on one hand, a shiftable step-down transmission (12) for driving a propulsion drive via a hydrodynamic converter (4) and, on another hand, an auxiliary drive output for driving at least an adjustable hydraulic pump (5),

wherein the adjustable hydraulic pump (5) is adjusted as a function of a required delivery volume of the hydraulic pump (5) and as a function of speed and of a load condition of the drive engine.

17. (PREVIOUSLY PRESENTED) The drive train according to claim 16, wherein the hydraulic pump(5) can be adjusted continuously.

18. (CURRENTLY AMENDED) The drive train according to claim 16, wherein in a full-load operation below a defined speed of the drive engine (1) the hydraulic pump (5) is adjusted to deliver a smaller volume flow. ❖

19. (CURRENTLY AMENDED) The drive train according to claim 16, wherein in a part-load operation below a defined speed of the drive engine (1) the hydraulic pump (5) is adjusted to deliver a larger volume flow. ❖

20. (CURRENTLY AMENDED) The drive train according to claim 16, wherein in a full-load operation below a defined speed of the drive engine (1) and delivery volume requirement of the hydraulic pump (5), the clutch (2), arranged between the hydrodynamic converter (4) and the drive engine (1), is actuated in an opening direction so as to result in a defined minimum speed of the drive engine. ❖